[4910-13-P]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. FAA-2014-0236; Directorate Identifier 2013-NM-184-AD]

RIN 2120-AA64

Airworthiness Directives; Airbus Airplanes

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: We propose to adopt a new airworthiness directive (AD) for all Airbus Model A300 series airplanes. This proposed AD was prompted by our determination of the need to incorporate new life limits for the main landing gear (MLG) barrel assembly, retraction actuator assembly linkage, and flange duct. This proposed AD would require revising the maintenance or inspection program to include the new life limits. We are proposing this AD to prevent reduced structural integrity of the airplane and possible loss of controllability of the airplane.

DATES: We must receive comments on this proposed AD by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

ADDRESSES: You may send comments by any of the following methods:

- Federal eRulemaking Portal: Go to http://www.regulations.gov. Follow the instructions for submitting comments.
- Fax: (202) 493-2251.

- Mail: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC 20590.

- Hand Delivery: U.S. Department of Transportation, Docket Operations, M-30, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE., Washington, DC, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

For service information identified in this proposed AD, contact Airbus SAS, Airworthiness Office – EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com. You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Examining the AD Docket

You may examine the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2014-0236; or in person at the Docket Management Facility between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays. The AD docket contains this proposed AD, the regulatory evaluation, any comments received, and other information. The street address for the Docket Operations office (telephone (800) 647-5527) is in the ADDRESSES section. Comments will be available in the AD docket shortly after receipt.

FOR FURTHER INFORMATION CONTACT: Dan Rodina, Aerospace Engineer, International Branch, ANM 116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2125; fax (425) 227-1149.

SUPPLEMENTARY INFORMATION:

Comments Invited

We invite you to send any written relevant data, views, or arguments about this proposed AD. Send your comments to an address listed under the ADDRESSES section. Include "Docket No. FAA-2014-0236; Directorate Identifier 2013-NM-184-AD" at the beginning of your comments. We specifically invite comments on the overall regulatory, economic, environmental, and energy aspects of this proposed AD. We will consider all comments received by the closing date and may amend this proposed AD based on those comments.

We will post all comments we receive, without change, to http://www.regulations.gov, including any personal information you provide. We will also post a report summarizing each substantive verbal contact we receive about this proposed AD.

Discussion

The European Aviation Safety Agency (EASA), which is the Technical Agent for the Member States of the European Community, has issued EASA Airworthiness Directive 2013-0210, dated September 11, 2013 (referred to after this as the Mandatory Continuing Airworthiness Information, or "the MCAI"), to correct an unsafe condition for the specified products. The MCAI states:

> Some life limits previously defined in Revision 00 of A300 ALS [airworthiness limitations section] Part 1 have been removed [from] that document at Revision 01 and should normally be included in an ALS Part 4.
>
> At this time, there are no plans to issue an ALS Part 4 for A300 aeroplanes.
>
> Nevertheless, failure to comply with these life limits could result in an unsafe condition.
>
> For the reasons described above, it has been decided to require the application of these life limits through a separate [EASA] AD. Consequently, this [EASA] AD requires application of life limits applicable to Main Landing Gear (MLG) barrel assembly, retraction actuator assembly linkage assembly and flanged duct which were previously contained in Airbus ALS Part 1 Revision 00.
>
> EASA AD 2007-0293 [which corresponds with FAA AD 2009-18-15, Amendment 39-16011 (74 FR 48143, September 22, 2009)], which required compliance with the actions specified in ALS Part 1, will be superseded by a new [EASA] AD, requiring compliance with ALS Part 1 at Revision 1.

You may examine the MCAI in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2014-0236.

FAA's Determination and Requirements of this Proposed AD

This product has been approved by the aviation authority of another country, and is approved for operation in the United States. Pursuant to our bilateral agreement with the State of Design Authority, we have been notified of the unsafe condition described in the MCAI and service information referenced above. We are proposing this AD because we evaluated all pertinent information and determined an unsafe condition exists and is likely to exist or develop on other products of the same type design.

This AD requires revisions to certain operator maintenance documents to include new actions (e.g., inspections). Compliance with these actions is required by 14 CFR

91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by this proposed AD, the operator may not be able to accomplish the actions described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to the procedures specified in paragraph (i)(1) of this AD. The request should include a description of changes to the required inspections that will ensure the continued operational safety of the airplane.

Costs of Compliance

We estimate that this proposed AD affects 7 airplanes of U.S. registry.

We also estimate that it would take about 1 work-hour per product to comply with the basic requirements of this proposed AD. The average labor rate is $85 per work-hour. Based on these figures, we estimate the cost of this proposed AD on U.S. operators to be $595, or $85 per product.

Authority for this Rulemaking

Title 49 of the United States Code specifies the FAA's authority to issue rules on aviation safety. Subtitle I, section 106, describes the authority of the FAA Administrator. "Subtitle VII: Aviation Programs," describes in more detail the scope of the Agency's authority.

We are issuing this rulemaking under the authority described in "Subtitle VII, Part A, Subpart III, Section 44701: General requirements." Under that section, Congress charges the FAA with promoting safe flight of civil aircraft in air commerce by prescribing regulations for practices, methods, and procedures the Administrator finds necessary for safety in air commerce. This regulation is within the scope of that authority

because it addresses an unsafe condition that is likely to exist or develop on products identified in this rulemaking action.

Regulatory Findings

We determined that this proposed AD would not have federalism implications under Executive Order 13132. This proposed AD would not have a substantial direct effect on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of government.

For the reasons discussed above, I certify this proposed regulation:

1. Is not a "significant regulatory action" under Executive Order 12866;

2. Is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979);

3. Will not affect intrastate aviation in Alaska; and

4. Will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

The Proposed Amendment

Accordingly, under the authority delegated to me by the Administrator, the FAA proposes to amend 14 CFR part 39 as follows:

PART 39 - AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. The FAA amends § 39.13 by adding the following new airworthiness directive (AD):

Airbus: Docket No. FAA-2014-0236; Directorate Identifier 2013-NM-184-AD.

(a) Comments Due Date

We must receive comments by [INSERT DATE 45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER].

(b) Affected ADs

None.

(c) Applicability

This AD applies to all Airbus Model A300 B2-1A, B2-1C, B2K-3C, B2-203, B4-2C, B4-103, and B4-203 airplanes, certificated in any category.

(d) Subject

Air Transport Association (ATA) of America Code 32, Landing Gear; 36, Pneumatic.

(e) Reason

This AD was prompted by our determination of the need to incorporate new life limits for the main landing gear (MLG) barrel assembly, retraction actuator assembly linkage, and flange duct. We are issuing this AD to prevent reduced structural integrity of the airplane and possible loss of controllability of the airplane.

(f) Compliance

Comply with this AD within the compliance times specified, unless already done.

(g) Revise the Maintenance or Inspection Program

Within 90 days after the effective date of this AD, revise the maintenance or inspection program, as applicable, to incorporate the life limits specified in Appendix 1 of this AD into the Airbus A300 ALS Part 1. The initial compliance time for the replacement is identified in Appendix 1 of this AD and is prior to the applicable life limits specified in Appendix 1 of this AD or within 90 days after the effective date of this AD, whichever occurs later.

(h) No Alternative Actions and Intervals

After accomplishing the revision required by paragraph (g) of this AD, no alternative actions (e.g., inspections) or intervals may be used unless the actions or intervals are approved as an alternative method of compliance (AMOC) in accordance with the procedures specified in paragraph (i)(1) of this AD.

(i) Other FAA AD Provisions

The following provisions also apply to this AD:

(1) Alternative Methods of Compliance (AMOCs): The Manager, International Branch, ANM-116, FAA, has the authority to approve AMOCs for this AD, if requested using the procedures found in 14 CFR 39.19. In accordance with 14 CFR 39.19, send your request to your principal inspector or local Flight Standards District Office, as appropriate. If sending information directly to the International Branch, send it to ATTN: Dan Rodina, Aerospace Engineer, International Branch, ANM-116, Transport Airplane Directorate, FAA, 1601 Lind Avenue SW., Renton, WA 98057-3356; telephone (425) 227-2125; fax (425) 227-1149. Information may be emailed to:

9-ANM-116-AMOC-REQUESTS@faa.gov. Before using any approved AMOC, notify your appropriate principal inspector, or lacking a principal inspector, the manager of the local flight standards district office/certificate holding district office. The AMOC approval letter must specifically reference this AD.

(2) Airworthy Product: For any requirement in this AD to obtain corrective actions from a manufacturer, use these actions if they are FAA-approved. Corrective actions are considered FAA-approved if they were approved by the State of Design Authority (or its delegated agent, or the DAH with a State of Design Authority's design organization approval, as applicable). You are required to ensure the product is airworthy before it is returned to service.

(j) Related Information

(1) Refer to Mandatory Continuing Airworthiness Information (MCAI) issued European Aviation Safety Agency Airworthiness Directive 2013-0210, dated September 11, 2013, for related information. This MCAI may be found in the AD docket on the Internet at http://www.regulations.gov by searching for and locating Docket No. FAA-2014-0236.

(2) For service information identified in this AD, contact Airbus SAS, Airworthiness Office – EAW, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France; telephone +33 5 61 93 36 96; fax +33 5 61 93 44 51; email account.airworth-eas@airbus.com; Internet http://www.airbus.com. You may view this service information at the FAA, Transport Airplane Directorate, 1601 Lind Avenue SW., Renton, WA. For information on the availability of this material at the FAA, call 425-227-1221.

Appendix 1 to Docket No. FAA-2014-0236 – New Life Limits for the Main Landing Gear (MLG) Barrel Assembly, Retraction Actuator Assembly Linkage, and Flange Duct

(*) Whichever occurs first Notes are located under the assy title.		LIFE LIMITS (*)			LIFE LIMITS APPLICABILITY					
	Part Number	FH	LDG	Cal.	B2-1A B2-1C	B2K-3C B2-20x	B2-320	B4-2C B4-1xx	B4-2xx	C4-203 F4-203
RETRACTION ACTUATOR ASSEMBLY										
(1) When SB A300-32-0123 embodied before SB A380-32-0113.										
(2) When SB A300-32-0123 embodied after SB A300-32-0113.										
Sliding rod	C69026-1	N/A	34 000	N/A	X	X				
	C69026-4	N/A	34 000	N/A	X	X				
	C69029-* (1)	N/A	32 000	N/A			X	X	X	X
	C69025-2	N/A	32 000	N/A			X	X	X	X
	C69026-3	N/A	32 000	N/A			X	X	X	X
	C69029-4 (2)	N/A	22 000	N/A			X	X	X	X
Piston	C67078	N/A	33 000	N/A			X	X	X	X
	C67078-1	N/A	33 000	N/A			X	X	X	X
End fitting	C61342-4	N/A	36 700	N/A	X	X				
	C66510-4	N/A	32 000	N/A			X	X	X	X
LINKAGE ASSEMBLY										
Upper multiple link pin (Multiple link/Upper link)	C61505	N/A	76 600	N/A	X	X				
	C61505-1	N/A	76 600	N/A	X	X				
	C61505-20	N/A	76 600	N/A	X	X				
ATA 36-11-05 PNEUMATIC										
(1) "xx" at the end of the P/N stands for any number between 00 and 99.										
Duct flanged (1)	A212740630Oxx	N/A	24 000	N/A	X		X	X		

Appendix 1 to Docket No. FAA-2014-0236 – New Life Limits for the Main Landing Gear (MLG) Barrel Assembly, Retraction Actuator Assembly Linkage, and Flange Duct (continued)

(*) Whichever occurs first. Notes are located under the assy title.		LIFE LIMITS (*)			LIFE LIMITS APPLICABILITY					
	Part Number	FH	LDG	Cal.	B2-1A B2-1C	B2K-3C B2-20x	B2-320	B4-2C B4-1xx	B4-2xx	C4-203 F4-203
RETRACTION ACTUATOR ASSEMBLY										
(1) When SB A300-32-0123 embodied before SB A300-32-0113. (2) When SB A300-32-0123 embodied after SB A300-32-0113.										
Sliding rod	C69028-1	N/A	34 000	N/A	X	X				
	C69028-4	N/A	34 000	N/A	X	X				
	C69029-1 (1)	N/A	32 000	N/A			X	X	X	X
	C69029-2	N/A	32 000	N/A			X	X	X	X
	C69029-3	N/A	32 000	N/A			X	X	X	X
	C69029-4 (2)	N/A	22 000	N/A			X	X	X	X
Piston	C67078	N/A	33 000	N/A			X	X	X	X
	C67078-1	N/A	33 000	N/A			X	X	X	X
End fitting	C61342-4	N/A	36 700	N/A	X	X				
	C66510-4	N/A	32 000	N/A			X	X	X	X
LINKAGE ASSEMBLY										
Upper multiple link pin (Multiple link/Upper link)	C61505	N/A	76 600	N/A	X	X				
	C61505-1	N/A	76 600	N/A	X	X				
	C61505-20	N/A	76 600	N/A	X	X				
ATA 36-11-05 PNEUMATIC										
(1) "xx" at the end of the P/N stands for any number between 00 and 99.										
Duct flanged (1)	A21274063000xx	N/A	24 000	N/A	X		X	X		

Docket FAA-2014-0236.

Issued in Renton, Washington, on April 8, 2014.

John P. Piccola,
Acting Manager,
Transport Airplane Directorate,
Aircraft Certification Service.

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